

AIRCRAFT MECHANIC

An airplane mechanic diagnoses, adjusts, repairs, and overhauls all types of aircraft engines, and assemblies. Mechanical systems, hydraulic systems, pneumatic systems, and airframe plus airframe components to insure airworthiness.

OES - SOC Code: **49-3012** FAA Certified,
49-3013 Not FAA Certified

Fees:

An FAA designee will charge examination fee.

License does not expire.

Number of Utah Licensees - number not available.

Requirements:

1. You must be at least 18 years old, able to read, write, and understand English.
2. You must get 18 months of practical experience with either power plants or airframes, or 30 months of practical experience working on both at the same time. As an alternative to this experience requirement, you can graduate from an FAA-Approved Aviation Maintenance Technician School.
3. You must pass a written examination, an oral test, and a practical test for both power plants and airframes within a 24-month period. You can get the experience you need to become a certified power plant or airframe mechanic in one of three ways. You can attend one of the 170 FAR parts 147 Aviation Maintenance Technician Schools nationwide. These schools offer training for one mechanic's certificate or both. Many schools offer avionics courses that cover electronics and instrumentation. You need a high school diploma or a General Education Diploma (GED) to get in to most schools. The schooling lasts from 12 months and 24 months, generally less than required by FAA for on-the-job training. When you graduate, you are qualified to take FAA's exams. Graduates often get higher starting salaries than individuals who got their required experience in one of the other two ways.

You can work an FAA Repair Station or FBO under the supervision of a certified mechanic for 18 months for each certificate, or 30 months for both. You must document your experience with pay receipts, a logbook signed by your supervising mechanic, a notarized statement from your employer, or other proof you worked the required time.

You can join one of the armed services and get training and experience in aircraft maintenance. Make sure you are in a military occupational specialty for which FAA gives credit. You can get a current list of acceptable specialties from the local FAA Flight Standards District Office (FSDO).

You must present an official letter from your military employer certifying your length of service, the amount of time you worked in each specialty, the make and model of the aircraft or engine on which you got practical experience, and where you got the experience. You cannot count time you spent training for the specialty, only the time you spent working in the specialty. With both types of on-the-job training you should set aside additional study time to prepare for the written and oral/practical tests.

The FAA will give you credit for your practical experience only after we review your paperwork and you have a satisfactory interview with an FAA Airworthiness inspector. To become an aircraft mechanic, you must take oral and practical tests as well as written tests. There is a fee for the test. A Designated Mechanic Examiner gives you the oral and practical test. You can get a list of these examiners at the local FAA office. The oral and practical tests cover 43 technical subjects. Typically tests for one certificate--airframe or power plant--takes about 8 hours. To apply to take the written test, you must present your proof of experience to an FAA inspector at the local FAA office.

There are separate tests for airframe and power plant mechanic certificates, as well as a general test covering both. If the inspector decides you meet the requirements to take one of the tests, you may make an appointment for testing at one of the many computer-testing facilities worldwide. Contact the nearest FAA office for information about the nearest computer testing facility, or get a list at <http://www.fedworld.gov/>. You can get a list of sample general airframe and power plant test questions at the same Internet site. If you fail part of a test, you have to wait 30 days before you can take it again, unless you give a letter to the Examiner showing you've gotten additional training in the areas you failed. You must pass all the tests within a 24-month period. The FAA will then issue you a certificate.

Regulatory Agency:

Federal Aviation Administration
Flight Standards District Office
116 North 2400 West
Salt Lake City, UT 84116-2984
Phone No. (801) 257-5020
Fax No. (801) 257-5066
<http://www.faa.gov>

Professional Associations & Organizations:

Federal Aviation Administration
800 Independence Avenue
S.W. Washington, DC 20591

Aviation Links:

<http://www1.faa.gov/fsdo/slc/>